

Route 28 Station – South Study

Working Group Meeting #5
L.L. Coates ES @ 7 PM, Wednesday 09-22-10

Meeting Notes

Chair Brian McMillan Intro

- Previous meeting minutes approved

GMU Presentation

- GMU Center for Regional Analysis presentation by John McLain on “Forecast for Reston-Dulles Corridor and Route 28 Corridor 2010-2050”.

Q: What if the Federal government decides to downsize, as has been discussed by Secretary Robert Gates?

A: We'd have to redo the model. The model takes into account behaviors from the past 40 years such as business cycles, recessions, County policy changes, etc. The past 40 years have shown growth in the region from the Federal government. This potential change in that model would be a major factor that would require adjustment to the model.

Q: What you said about Rt. 28 being the first station that passengers from Dulles Airport will come to heading towards DC and Tysons is interesting. Have you found comparable examples of a first stop after a major airport like this?

A: No. We looked at Chicago but couldn't find a comparable situation. Really this airport and this Reston-Dulles corridor is unique in the country. There is nowhere in the country with an international airport with capacity for expansion like Dulles. Plus, the corridor is in such a strong position being between the airport and DC. This is the premiere location for businesses to locate.

Q: Are there other things besides the Federal government that could affect the model?

A: If there are gradual shifts in culture, like young people wanting to live in more urban places, or things like that, they could in the long term affect the model.

Reston Master Plan Special Study Presentation

- Fred Selden presents the RMPSS's process.

Q: You seemed to suggest, and I'm hearing that the phase I and phase II of the study will ultimately go before the PC and BOS as one, is that correct?

A: That's correct. That's direction we're currently leaning.

Q: What if there are differences between what we recommend and what the RMPSS group recommends for our respective station areas?

A: We hope they won't be incredibly different. But we recognize that each station in the corridor and in the County as a whole are unique.

Q: Why is the Rt. 28 study separate from the RMPSS?

A: We [the County] committed in 2007 to look at the larger Reston community. We had CIT and other corridor APR nominations in 2008. We had the Rocks OTPA going. So CIT and Rocks were not driven by the factors driving the larger Reston review. Also, Restonians are “inward looking” and don’t concern themselves as much with the Rt. 28 area.

Q: You mentioned the EDA [Plan Amendment or rezoning] case. What could the schools issue do to this study area?

A: Well, even if this study’s recommendations cause a big change from the current Plan, it wouldn’t be for at least 10 years. But also, most of western part of the County is now built out, which during the EDA case 10 years ago you still had hundreds of acres of empty land that developed into subdivisions. So we’re in a different situation now.

Q: How do we fit into the RMPSS schedule?

A: The transportation analysis will encompass the entire Reston-Dulles Corridor land area, which includes both the Rt. 28 Study and RMPSS areas. As a result, the timelines for both study areas are linked.

But other than that, we hope there would not be any large gaps during your own process.

General Study Process Discussion

- Greg Riegle suggests we should follow a similar pattern to the RMPSS process. Referred specifically to the subcommittee work done by the RMPSS on the flow chart.
- Fred Selden suggests working within existing parameters set by County policies, i.e., affordable housing, etc.
- Greg R. asks staff to split the study area up into smaller areas like sub-units, to facilitate discussion and the group’s work. Fred concurs that the area is huge and certain parts of it have different character and function very differently.
- Jeff Fairfield mentions that the group needs to focus on how to move pedestrians and bicyclists through this land unit to the station.
- Fred suggests that the group should work under the assumption that generally the Dulles Station and Arrowbrook rezonings are high quality and should not undergo major changes.
- General discussion about upcoming meeting and whether it will be a “working” meeting. Desire to begin discussion at that meeting of more “fine grained” analysis of bike/pedestrian connections in the study area.